BY TELEGRAPH.

WASHINGTON.

PROCEEDINGS IN THE SENATE—ROBERTSON CHAIR-MAN OF THE COMMITTEE ON DISABILITIES-HE IS INDIGNANT THAT HIS RADICALISM SHOULD BE IMPUGNED-NO NOMINATIONS-FROSPECT 1869,) was held this day at 12 M. OF THE REPEAL OF THE TENURE-OF-OFFICE

to-day, McDonald introduced a bill to aid in constructing a railroad from a junction on the Mississippi and Missouri to the Mexican

A committee of seven has been appointed on political disabilities, viz: Robertson, chairman; Osborn, Hamlin, Howe, Ferry, Boreman and Vickers.

The Tenure-of-office bill was discussed to adjournment without action. The discussion will probably continue all next week.

Ferry, in stating that it was not probable the House would agree to the Senate's proposal for a select committee to consider applications for removal of disabilities, moved to refer them to the Committee on the Judiciary, which was

Subsequently, Robertson's resolution for the appointment of a select committee of seven

The appointment of Robertson as chairman of the committee for the removal of disabilities, indicates a stringent examination in cases and favor to very few. Robertson recently remarked regarding reports in Carolina papers that he was tending towards Democracy, that the means necessary to complete the road to Savanah. on the contrary he and his colleague were fully as Radical as ever.

No nominations to-day. Several confirms tions, but none affecting the South.

The Committee on Commerce reported favor ably for Casey as Collector of the Port of New Orleans. They reported back Longstreet's nomination without any recommendation. Executive session took no action either.

WASHINGTON, March 21 .- A letter was read in the Metropolitau Church to-day, when Grant and Chase were present, asking the sympathy and prayers of the congregation for the revolutionists in Cuba.

EUROPE.

MR. DISRAELI ON THE IRISH CHURCH DISESTAB LISHMENT ODESTION.

LONDON, March 19 .- In the House of Com mons to-day the bill for the disestablishment of the Irish Church came up for its second reading. Mr. Disraeli addressed the House. His ar

gument was that the connection between the Church and State was a necessary one, the former rendered the State religious, investing its authority with the highest sanction. This Irish scheme was likely to destroy religious freedom and toleration. It was a complete violation of the rights of private property, corporate and private property being intimately connected. All acts of spoliation were dangerous; hitherto they had been followed by civil war or something worse. Former confiscation had only enriched the landowners. The strength of Ireland was in her connection with England. The majority of the Irish people were discontented; the settlement of the church question would be insuffient to quiet their discontent; the land question required settlement. The details of this cheme were complicated and delusive. Mr. Disraeli deprecated the course of the present government as in antagonism to the former policy of the Whig party, whose aim was civil and religious freedom. In conclusion, he expressed a belief that the bill was most dangerous to the country, but he felt that he could Parliament. He then moved that the bill be read a second time six months from to-day.

Mr. William H. Gregory, member from Gal-way, followed in reply. He taunted the last speaker with his inconsistency, comparing the speech he had just made with his former declarations that the Irish Church was a monstrous grievance to Ireland. Mr. Gregory, however, did not unreservedly support the bill; he thought an equitable division of the shurch property among the three religious parties preferable to the present scheme of distribution In the Meuse of Peers this evening Lord Grey and Lord Cairns condemned the policy of the government in releasing the Fenian con-

Rarl Granville, Colonial Secretary, explained that the ovations given by their friends to the released Fenians were acts of personal hospitality-not demonstrations of hostility to the government.

LONDON, March 20 .- The Irish Church dis establishment was debated last night at great length. The principal speaker in favor of the measure was John Bright.

TROUB ES IN ANDALUSIA. MADRID, March 19 .- The trouble in Ands lusia still continues. At Ferez de la Frontera opposition to military conscription culminated in a battle between the insurgents and the troops. The engagement was of short duration, but was very fierce. The insurgents were defeated and routed. Six hundred of them were taken prisoners. Miramen, at the head of nine hundred Carlists, had appeared at Patena, in the mountains near Almeria. Troops have been dispatched to that neighborhood.

THE PRESS IN AUSTRIA. VIENNA, March 19 .- A royal decree has just been published establishing trial by jury for offences against the press law.

AFFAIRS IN CUBA.

PROCLAMATION OF THE CAPTAIN-GENERAL -TAX

ATION CHANGES. HAVANA, March 20.—Captain General Dules has issued a proclamation making important changes in taxation. Direct taxes on planta-Mons, cattle and country real estate, and the war tax recently imposed on merchants and tradesmen, are reduced fifty per cent., and no government contribution payable within the last quarter of the fiscal year of 1868-'69 will be collected to compensate the treasury for the loss of revenue incurred by these reductions. The following new duties are imposed: On Museovado sugar, shipped under the Spanish flag, 16 cents, and under a foreign flag 20 cents flag, 16 cents, and under a foreign flag 20 cents per one hundred pounds; on every box of sugar under the Spanish flag 75 cents, under a for-eign flag 87 cents; on every hogshead of sugar under the Spanish flag \$1, under a foreign flag \$1,75; on molaces 50 cents per hogshead; on rum \$1 per hegshead. The above duties are in addition to the war taxes recently imposed

SPARKS FROM THE WIRES.

The steamer Don, from New York for Havens, put into Nerfolk on Saturday with her propeller disabled.

The Erie and Housatonic Bailroad Compa mes have abandoned the package busines and restored facilities to express companies. The Pensacola and Georgia Railroad, and the Tallahassee Raffroad, were seld at Tallahassee, on Saturday, at public sale. The first was knocked down at \$1,220,000, and the last named at \$195,000, to F. Dibble and associates, \$60,000 to be paid on taking possession, and balance as called for by the trustees of the internal improvement fund.

Commence of the second

our management of the confidence of the

SAVANNAH AND CHARLESTON RAIL-ROAD COMPANY.

HALL OF PLANTERS' AND MECHANICS' BANK, CHARLESTON, S. C. Maich 17, 1869. The annual meeting of the stockholders of the Savannah and Charleston Railroad Company (postponed from the 8th of January,

A majority of the stock being represented, WASHINGTON, - March 28.—In THE SENATE, Henry Buist, who moved that E. W. Marshall, Esq , take the chair,

The minutes of the last annual meeting were read and confirmed. The President submitted his report, which,

ogether with the Superintendent's report and

statements of the Treasurer, was ordered to be

SAVANNAR AND CHARLESTON & R. COMPANY, CHARLESTON, S. C., March 17, 1869.

To the Stockholders—The Board of Directors respectfully submit the accompanying reports of the superintendent and Secretary and Treasurer, exhibiting in detail the affairs of the company for the past

It will appear, from these reports, that no progress has been made in the work of reconstruction since our last annual meeting. This, doubtless, has given rise to criticism and perhaps consure from persons not intimately acquainted with the difficulties which has beset your direction.

To maintain the operations of the road up to the present time, with its limited resources, has taxed our utmost ingenuity, and only been accomplished by aigid economy and careful administration of its finances.

moment, confident of the success of the cause in which we were engaged.

The moment for a prompt resumption of the work upon the road has arrived, and it is earnestly ex-pected that the Beard of Direction you are now called on to elect will lose no time in pushing forward the work to an early completion.

The importance of opening up this line of communication has been more manifest within the past ear than at any period since the first conception of

munication has been more manifest within the past year than at any period since the first conception of the enterprise.

To every one interested in railroad affairs, travelling the seaboard line north of this city, it must have been apparent how great has been the increase of passenger business coming south during the winter, and consequently a corresponding return North as the surmer approaches. No insignificant share of this travel is tributary to our road, invited by the fertile soil and genial climate of our neighboring sister state, Florida. That this migratory and periodical travel and business will be augmented in the future by the increased facilities and comferts afforded by the Savannah and Charleston Railroad, no one can doubt; sufficient evidence being daily adduced by the volume of travel seeking that region by the circuitous route via Augusta and Savannah, or by the circuitous route via Augusta and Savannah, or by the sea route via Jacksonville and Fernandina, all of which will necessarily adopt the more direct, speedy and economical communication afforded by our line.

It is also wall known to our hustiness communication.

It is also well known to our business community that at the present time (except to a very limited extent) our city is deprived of the banefits of a large share of its legitimate jobbing trade from one of the mest avored sections of the South, for want of the proper facilities. Previous to the war Charleston edjoyed a Robral patronage from the section of country matter and West as far as the Gulf of Mexico, while the planters of that region invariably sought this matter to the sale of the great staple as the most advantageous to the r interests. This business we will again command whenever the Savannah and Charleston Railread is completed.

In addition, we have reasonable assurance of a more direct communication with the West India Islands via St. Marks, Florids, over our line, and of a revenue therefrom never contemplated until within a short time past.

short time past.
Without desiring to excite delusive expectations your direction cannot refrain from expressing their confidence in the future prosperity of the road. With persistent energy, and a determination to overcome all obstacles, our efforts must result in success. Respectfully submitted. J. R. BOYLSTON, President pro tem.

OFFICE ENGINEER AND SUPERINTENDENT,
SAVANNAH AND CHARLESTON R. R. COMPANY,
CHARLESTON, January 1, 1869.

Mr. J. R. Boylston, President Savannah and Charleston Railroad Company:
Siz—1he following report of the business of the road for the year 1858 is respectfully presented: EARNINGS.

	From extra baggage	435 88	
	From Express freight From United States mail trans-	1,276 84	
ľ	From government transports-	1,460 68	10700
	tion	1,876 25	
	From minor sources	564 64-	-34
	EXPENSES.		100
	Conducting transportation	\$8,216 93	
	Maintenance of way	16,309 75	
	Maintenance of ferry	2,991 48	203 1
	Maintenance of cars	1,800 02	
	Motive power	8.907 22	
	General expenses	7.012 14	
	Extraordinary expenses	1.288 72	
	Reconstruction	221 25	

Total of operating expenses \$44.683 69

tions which its situation would invite, or can the ex-penses be limited to the receipts?

It was decided to continue the eperations on a scale of the closest economy; the attention of the management ha-, therefore, been directed, and neces-sarily limited, to the maintenance of the existing

statue.

Inspection of the foregoing statement will show how closely expenditure has followed receipt, and how small a margin has existed for making repairs

and improvement.

In view of the situation a brief reference to the several departments of railread service will answer the present purpose:

THE ROADWAY.

A force of one (1) man to every one and a half (136) miles has been steadily employed on the track, and such supplies of material have been applied monthly as the circumstances of the road permitted.

Hight thousand (8000) cross ties and one hundred and fifty-five thousand (156,000) feet of timber have been tracated.

been inserted.

Cross ties are needed on the portion of road from St. Andrew's Depot to the Edisto River, which section of road, from having been little disturbed at the period of the military movements in the spring of 1865, received less attention on the resumption of operations at the close of that year.

From the Edisto to the Salkehatchie River the road is in fair order.

Prom the Edisto to the Salkehatchie River the road is in fair order.

Between the Salkehatchie and Coosawhatchie Rivers whenever in the recenstruction the straightened raiss were used, the irregularities in the irrogare still marked. Some improvement is obvious on this section, from the constant attention given to the straightening of rais and drainage.

An ample supply of new timber would insure a good road, the "life" of the iron being by no means exhausted. The improved receipts of the last quarter have been expropriated to supply the dedicious in crossities and timber.

I we buildings and pistforms have been exceed at Rantowle's, Ashepoo and Green Fond, for the convenience and protection of passencers and freight and repairs elsewhere made as practicable.

The condition of the sompany's road beyond Coerawhatchie has not been so lously obsumed slace its abandonment in 1865.

Between Coesawhatchie and Harder wille there has been no change, the iron remaining as it was at the last annual report. New crossiles and timber would at once bring into service these sevanteen (17) miles of iron.

The passenger and freight depet, agent's house

The passenger and freight depet, agent's house and water stations at Grahamville are still in fair TRANSPORTATION

In the exercise of the close economy randered necessary by the condition of the company's affairs, it was found imperative to discharge the steamer employed during 1867 on the achieve fiver Ferry, and a return to the barges was media on the 16th March. The passage of the river has been conducted without damage to passengers or material injury to freight. out damage to passengers or material injury to freight.

The usual fri-weekly passenger and freight train has been kept in requier service, and enjoyed reasonable immunity from so do nt.

The single scodent was the death of a colored employee of the company, resulting from his jumping from the train white 'u motion.

lution, which was unanimously adopted:

The travel, from the situation of the road, has been of an entirely local character, and measured by the absolute necessities of the people.

The unfortunate experience of the planters since the war has confined them to the country, while the tedious schedule of a "mixed train" is not calculated to attract the tourist or popularize the line.

The repeated inlures of the crops along the seabsard, and the disorganized condition of the entire region of country traversed—indicated conspicuously in the wretched condition of the public roads—have combined to reduce the freight business of the road to the minimum. No fair estimate of the future extent of the local business of the road can be formed from the data cellected since the war.

The promises of future prosperity and success, which in spite of past experiences, seem to invite to renewed effort, must be extended to this region, favored with so many natural advantages.

Apart from the hopes of the agriculturists, other interests claim attention, and indicate a brighter future. The discovery of the phosphate rock throughout the coast region of South Carolina, and the important position at once taken by this commodity in the manutacture of fertilizers promise. In the development, material contribution to this road, which traverses this entire basin.

The many advantages possessed by this deposit of phosphate in facility of access and of shipment proximity to the great markets and intrinsic value must affect favorably the fortunes of a railroad with which it will be so intimately connected.

MACHINERY.

MACHINERY.

Such care and attention have been given to this property as was possible under the circumstances.

That in use has been kept in a condition to perform the required service, while the locometives net in use have been properly cared for. Three of the lat-ter, which were at the South Carolina Railroad yard, exposed to the weather, have been removed to the depot of the Northeastern Railread tempiny, where, by the kind permission of its officers, they have been put under shelter. put under shelter.

Those at the company's yard at St. Andrew's, not in use, have received such protection from the weather as it was found possible to afford.

The want of the necessary machine shops has been felt and has rendered repairs unnecessarily expensive.

Of the freight cars belonging to the company, which were at the South Carelina Railroad, six were thought of sufficient value to justify removal; the others were dismantled and the iron secured.

upon the road.

A second-class coach will shortly be put into service, having been plainty but neatly overhauled.

Four (4) platform cars have been built and others will be added as found practicable.

The want of shelter for the passenger rolling stock not in use has no doubt resulted in serious injury from the weather, which was unavoidable with the limited resources at command.

The usual tables and statements, affording all information of the affairs of the road for the past year, are subjeined, to which your attention is invited.

Yery respectfully,

C. S. GADEDEN,

Engineer and Superintendent.

The "Act to enable the Savannah and Charleston Railroad Company to complete their road," passed by the State Legislature, and ratified 2d March, 1869, was then submitted, and on motion accepted and adopted.

AN ACT TO ENABLE THE SAVANNAE AND CHARLESTON RAILEDAD COMPANY TO COMPLETE THEIR ECAD.
SECTION 1. Be it enacted, by the Senate and House of Representatives of the State of South Carolina, now met and sitting in General Assembly, and by the authority of the same, That the Savannah and Charleston Railread Company is suthorized and empewered to borrow and raise the same of not more than five hundred thousand sollars, to be used in extending and rebuilding their road under the provisions of their charter.

SEC 2. That for this purpose the said company is

extending and rebuilding their road under the provisions of their charter.

SEC 2. That for this purpose the said company is hereby suthorized and empowered to issue bonds to the amount of net more than five hundred thousand dollars, payable twenty years after the date thereof, with coupons attached for interest, at the rate of seven per cent. per annum, payable semi-annally.

SEC 3. That the said company is hereby further sutherised and required to find and redeem the coupons for interest of the bonds of the Charleston and Savannah Railroad Company guaranteed by the State, now past due, and that may fall due on or before the first day of September, 1809, by issuing therefor an equal amount of their bonds, with coupons attached for interest, payable semi-annually at the rate of seven perseent, per annum, and the principal to become due in twenty years after the date thereof. And the payment of said bonds so to be issued in substitution for interest coupons shall be guaranteed by the State in the cause manner and as fully as the original bonds of the Charleston and Savannah Railroad Company are now guaranteed, subject, however, to the provisions of section 2 of this active. All the bonds hereinbefore authorized for rebuilding said road shall be used exclusively for the building thereof and the outift of the same; no salary shall be paid to any officer of the said road out of the funds so raised by this act.

shall be paid to any officer of the said road outer the funds so raised by this act.

Szo, 5. The said railroad company shall deposit the interest on all their aloresaid bonds, as it becomes due, with the financial agent of the State of South Carolina, in the City of New York, and shall notify the creditors of the same by public advertisement in one newsp.per in New York, one in Charles ton, and one in Savannah, and if said company shall ton, and one in Savannah, and if said company shail fail to pay the interest on its debt, within six months after it shall have become due, or fail to pay or provide for the payment of the principal of its debt, within air months after it shall have become due, it shall be the duty of the Compitoller-General of the State, and he shall have the power to take immediate possession of said road, with all its appurtenances, and lease the same to responsible parties, who shall have coeffeed literof, until the General Assembly shall, by law, provide for the sattlement of the affairs of sail company in the interest of all its predictors. The Governor of the State is hereby authorized and empowered to appoint two directors to represent the State in the direction of said company.

to represent the State in the direction of said company.

SEC. 6. That the present liem of the State of Seuth Carolina on said road shall, upon the issue of the bond; provided for in and by the first section of this sot, be posiponed and become a second liem, which said second liem shall extend over and cover the whole road, its outlift and real estate, as fully as is already provided for by law. The said read shall be completed by the first day of January, 1870.

SEC. 7. This act shall not be of force until said Favannah and Charleston Railread Company concent to the amendment of their charter, so that the property of said corporation shall be subject to taxation in conformity with section 2 of article 12 of the constitution, and said consent be sertified, under the seal of said company, to the Comptroller-General and secretary of State. Upon the filing of said consent, the said charter shall be deemed and held to be modified, in conformity with said section of the constitution: Provided, that no tax shall be assessed or levied upon shid road until the same shall have been completed.

In the Senate House, the second day of March, in

pper said road that the second day of March, in the Senate House, the second day of March, in the year of our Lord one thousand eight hundred and sixty-nine.

President of the Senate pre tempere.

FRANKLIN J. MOSES, Jr.,

Speaker House of Representatives. I certify that this act originated in the Senate, wa

presented to the Governor for his approval, Wednesday, March 8, 11.30 A. M., and has become law by failure of its return to the Schate within the time prescribed by the Constitution of the State.

(Attest.). J. Woodburg, Clerk of Schate.

(Attest.). J. WOODBUFF, Clerk of Senate.

**EMBRITARY OF STARR'S OFFICE.

**COLUMBIA. S. O., March S. 1860. }

I. F. L. Cardese, Secretary of State of South Carelina, do hereby certify that this is a correct copy of an act entitled "An act to enable the Esvannah and Charleston Railroad Company to complete their road," filed in this office.

Given under my hand and the seal of the State, in Celumbia, this fith day of March, A. D. 1369, and in the ninety-third year of the independence of the United States of America.

F. L. Cardese,

Forestary of State South Carolina.

Hon. Henry Buist offered the Sallowing area.

Hon. Henry Buist offered the following reso lutions, which were seconded by G. W. Wil lisms, Esq., and unanimensly adopted :

lutions, which were seconded by G. W. Williams, Esq., and unanimensly adopted:

To the Comptolice-General and the Secretary of State of the State of South Girotline:

This is a coristy, that a a nesting of the steek-holders of the System and Tharlesion Pairond Company, duly caller and hed is conformity to the provisions of their charter sail by laws, on the sevention day of hisrob, 1865, the following recolutions were sury proposed, coast days are of the company, duly aller undersolouted and optic, and were sury proposed, coast days second uply:

1. desciced. That, this company de hereby ascept sed consent to the ampliant of their charter made by an act of the General Assembly, duly rothed on the 2d day of March, 1969, and stitled "An act to cuable the Savannah and Charleston Esilroad Company to complete their rose" and especially the seventh section of spid act, whith is in the following words: "Settlen 7. This act walk not be of force until said savannah and Charleston Railroad Company to company to the amendment of the charter, so that the property of said company to the Comptroller-General and recreatry of State. Upon the filing of said consent the said charter shall be deemed and held to be modified in conformity with said section of the constitution, provided that no tax shall be an assessed or levied upon said road satil the same shall have been completed."

2. Resolved, That the President of this Company is hereby authorized and directed, to certify under the seal of the compilation."

The following letter from Mr. John E. Bwan

The following letter from Mr. John S. Ryan

bonds guaranteed by the State, nearly all of which bonds I put on the market and negotiated at the time of their issue, I take the occasion of the meeting te-merrew to inform you that I am not a candidate for re-election as a director of your sempany and I respectfully request that you will se announce at the meeting.

Very respectfully, yours, &c.,

JCHN S. EYAN.

Hon. Henry Buist offered the following reso

Retoived, That the thanks of the stockholders of this company are pre-eminently due, and are hereby tendered to J. Reid Boylston, Esq., for his gratuitous and unremitting services for the past two years as President pro tem, and also to the Direction, and especially to Alexander Issaes, Esq., one of the board, for his efforts and services in securing the passage of the act to enable this company to complete the road.

An election was then held for six directors, to serve the ensuing year, with the following result: Hon. J. B. Campbell. W. S. Habtie. David Jennings.*

Notice was received from his Excellency the lovernor that the following gentlemen were appointed directors to represent the interests of the State in the board : Andrew Simonds, Esq., and G. I. Cunningham, Esq.

On motion of Jas. H. Taylor, Esq., the meet ng then adjourned.

S. W. FISHER, Secretary. *Vice John S. Ryan, who declined a re-election.

FROM THE STATE CAPITAL. The Railroad Cliques—Dying Struggles

of the Pet Projects-The Great Seal of the State-The Bills of the Sank.

COLUMBIA, S. C., March 20, 1869.-The most nteresting proceedings, in both Houses, tor the past few days have been the dying struggles of the railroad enterprises. Senator Lesie chairman of the Committee on Railroads. in the Senate, was observed yesterday morning in close conversation with the supporters of the Port Royal Railroad bill, which resulted in an agreement to allow the bill to have its second reading, but with the express understanding and written contract that it should lie over to the next session for a third reading. The document thus signed was deposited with the clerk for safekeeping. The bill was reported by the Committee on Engrossed Bills as incorrectly engrossed, one whole section having been left out, and the committee asked for further time, which was granted. This was looked upon by some as a ruse to prevent any friend of the measure, who might be disposed to do so, from asking that the bill receive its third reading to-day, thus also rendering it impossible to send it to the Governor in time for his final action upon the measure before

adjournment. A somewhat similar proceeding took place in the House on the bill to aid the Chatham Railroad. Tomlinson and Bosemon made the most vigorous epposition to the measure, denouncing it in the severest terms. Finding that the bill met with much more opposition than was expected, the principal movers concluded it better, as a precentionary measure, to allow it to go over to the next session,

which, on motion of Jenke, was agreed to.

THE HOUSE, on Friday reconsidered its action in refusing to rejurn the Educational bill, and sent the following message, which excited a general laugh in the Senate:

IN THE HOUSE OF REPRESENTATIVES,
COLUMBIA, S. C., March 18, 1869.

To the Honorable the President and Members of the Senate: GENTLEMEN—The House respectfully returns herewith (in accordance with request previously made) a Senate bill to establish and

ously made) a Schate bill to establish and ma ntain a system of public schools for the State of South Carolina.

By order.

F. J. Moses, Jr.,

Speaker of the House of Representatives.

Maxwell, from the special committee on the part of the Senate, to whom was entrusted the drafting of a design for a great seal for the accompanied the report of that committee, accompanied by a design, and a recommondation that the same be adopted as the design for the great seal of the State of South Carolina. The following is the design: A palmetto tree in the centre, upon which hang two shields inscribed, 1776 and 1868; in the foreground on one side a sheaf of rice, and on the other a

bale of cotton; in the rear of these, one side a sheaf of rice, and on the other a bale of cotton; in the rear of these, one side a locomotive and cars, and on the other a steamship and church, telegraph poles and wires running transversely across the entire field; the back ground lighted up by the rays of the rising sup. The report was agreed to and sent to the

House.

A bill to declare the jurisdiction of Probate

A bill to declare the jurisdiction of Probate Courte was laid on the table.

A concurrent resolution was ordered for consideration to-morrow, that a committee be appointed to examine, in company with the Compiroller-General, the bills of the Bank et the State of South Carolina for which the treasurer shall have issued bonds in accordance with the provisions of an act entitled "An act to close the operations of the Bank of the State," who shall destroy all the bills at redeemed, and report thereon to the next regular session of the General Assembly.

The bill relative to granting aid to the Port Royal Railroat was ordered to be engressed for a third reading.

A resolution was adopted that the chairman of the Committee on Claims and Grievances and one other senator be appointed to meet a committee from the House of Representatives.

committee from the House of Representatives, which committee shall hold a session in the City of Columbia, beginning one week next preceding the meeting of the General Assembly in regular session in November next, whose duty it shall be to consider all claims not acted on at the present assession.

on at the present session.

The House bill to establish and maintain a system of public-schools for the State of South Carolina, was referred to the Committee on Education; also, a joint resolution from the House authorizing the State Treasurer to appropriate a certain appropriate of 225 605 4. portion a certain appropriation of \$25,000 to

chool purposes.

The Appropriation bill, amended by the Senate, was agreed to, the title of the manged to an act and ordered to be enrolled The following acts were also ordered to be

enrolled:
An act to determine the value of contracts
made in Confederate States notes, or their equivalent.
An act to alter and amend an act to incorpo-

An act to alter and amend an act to incorporate the Village of Kingstree.

In the Shnare, to-day, Jills m, from the Committee on Education, to whom was referred a joint resolution authorizing the State Treasurer to apportion to the several counties the appropriation of twenty-five thousand dollars, authorized in General Orders No. 189; of December, 1807, Readquarters Second Military Listrict, for the support of free schools, the same to be paid over to the respective County Treasurers in order to pay claims of teachers, reported back the same, with a recommendation to amend as follows, and the joint resolution, as amended, do pass:

To amen to the said resolution the fellowing provisos, namely: "Provided, That all such

To annex to the said resolution the fellowing provisos, namely: "Provided, That all such clait is shall be presented for payment on or before the 30th day of June, A. D. 1869; and provided further, That if, in any county, the amount of claims presented shall be in excess of the amount of money apportioned to said county, said claims shall be paid pro rata."

The resolution received its second reading.
A joint resolution to appoint a committee of investigation for the Third Congressional District received its third reading and was agreed to.

trict received its third reading and was agreed to.

A bill to provide for an election to fill certain vacancies in county offices received its third reading.

A bill to provide for a reporter for the first circuit received its third reading, and the Senate refused to pass the bill.

A bill to establish a company under the name of the Mount Pleasant and Sullivan's Island Company received its third reading and passed.

The following letter from Mr. John S. Ryan was read:

No. 52 Broad-system;

Tuesday Evenue. March 18, 1869

J. Held Boytton, Eig. President pro tem. Sevennesh and Charleston Eastroad Company:

Dries from Wallroad Company:

Tuesday the 9th of March, a bill to sid the Spartanburg and Union Railroad was referred to the Committee on Railroads, and whereas said committee has failed to report said bill in the usual manner; theretouching the rights of the holders of the six per cent.

Resoled, That said committee be, and is hereby, instructed to report said bill or return said bill to this Senate, which was laid on the table.

On motion of Nash, the rules were suspended, and the resolution taken up for immediate

A bill to amend the charter of the Town of Marion received its second reading, was con-sidered by sections, agreed to and ordered to

be engrossed.

DeLarge presented the petition of the Charleston, South 'arolina, Mechanies' Union, No. 1, for an act of incorporations. Referred to the Committee on Incorporations.

Sasportas, from the Committee on Engressed Acts, reported as duly and correctly engrossed for a third reading a bill to grant, renew and amend the charters of certain towns and villages therein mentioned.

Joint resolution to suspend the writ of habeas corpus in the counties of Laurens, Newberry, Edgefield and Abbeville, which had been made the special order for 12 M., and discharged by operation of the previous question,

charged by operation of the previous question, was taken up.

The joint resolution was put upon its second reading.
Webb offered the following concurrent reso-

webb onered the following concurrent reso-lution as a substitute:

Be it resolved, by the House of Representa-tives of the State of South Carolina, the Sen-ate concurring, That the Governor be and he ate concurring, That the Governor be and he is hereby requested to suspend the privilege of the writ of habeas corpus in the Counties of Laurens, Abbeville, Edgefield and Newberry.

Elliott moved that the further consideration of the joint resolution and the substitute be postponed, and made the special order for Monday, March 22, at 1 P. M. Agreed to.

A bill to charter the South Carolina Central Railroad Company was read the third time, passed, and ordered to be returned to the Senate with amendments.

ate with amendments.

A Senate bill to charter the Manchester and Augusta Railroad Company, was put upon its Augusta Railroad Company, was put upon its second reading.

On motion of DeLarge, the further consideration of the bill was postponed until the second Tuesday in December next.

A Senate bill to incorporate the Homestead Building, Planting and Loan Association of South Carolina was taken up, read the second time, and ordered to be engrossed for a third reading.

A Senate bill to incorporate the South Carolina Plantation Company was taken up. The bill was put upon its second reading. Pending this the House adjourned.

The following are the acts and joint resolutions approved by the Governor yesterday and to-day:

An act to protect labo ers and persons work-

An act to protect labo ers and persons work-An act to authorize the consolidation of the Charlotte and South Carolina Railroad Company and the Columbia and Augusta Railroad

Company, and to amend the charter of the An act to amend an act entitled "An act to

An act to amend an act entitled "An act to regulate attachments."

An act to provide for the enumeration of the inhabitants of the State.

An act to amend the charter of the Sulphuric Acid and Superphosphate Company.

An act to incorporate the Longshoremen's Protective Union Association, of Charleston.

Joint resolution to provide for the publication of the acts, reports, resolutions and journals of the General Assembly.

An act to establish a ferry between Hilton

An act to establish a ferry between Hilton Head Island and the mainland in Beaufort

County.

An act to establish a lazaretto or quarantine hospital in the harbor of Charleston.

A Senate bill to amend an act entitled "An A Senate bill to amend an act entitled "An act to define the jurisdiction and regulate the practice of Probate Courts," was read the third time and passed; also a bill to further amend an act outiled "An act to define the jurisdiction an 1 regulate the practice of Probate Courts;" also a bill to amend an act entitled "An act to fix the salaries and regulate the practice of contain officers," also a bill to receive

thed "An act to fix the salaries and regulate the pay of certain officers;" also a bill to repeal an act entitled "Act to prevent persons holding certain offices from leaving the State;" also a bill to punish persons violating Section 8, Article IV of the amendments to the Constitution of the United States,

DeLarge, from the Committee on Ways and Means, reported favorably on a Senate 'all to facilitate the settlement of the affairs of the Bank of the State of South Carolina, which was taken up, read the second time, and ordered to be engrossed for a third reading; also a Senate bill to authorize the financial agent of the State of South Carolina, in the City of New York, to pledge State bonds as collateral security and fer other purposes. curity and fer other purposes.

rier relates the particulars of a case in that county, in which the bride was betrothed to three brothers, and married to two of them, which is rather remarkable :

On the 6th of August, 1866, a young man On the 6th of August, 1866, a young man came to Americus and procured license to marry an estimable young lady, residing several miles from this sity; went home, and was married in the afternoon of that day. He was attacked by a congestive chill, which terminated in his death the following Saturday—the stricken bride following his remains to their last resting place, clothed in the same suit in which her heart had been made glad by becoming his bride.

in which her heart had been made glad by becoming his bride.

On the following August (1867), the second brother of the same family came to Americus for the same purpose which had brought the deceased one year previous. On his way home, rejoicing in happy anticipation of making the worthy widow of his lost brother his own bride, he was caught in a heavy rain, and arrived at home with his clothing thoroughly saturated, from which he was taken with a congestive chill the same evening, and died the evening previous to the marriage, which was to have taken place the following Sabbath. Again, instead of listening to the merry ringing of the stead of listening to the merry ringing of the marriage bells, the death knell was heard and a funeral procession took the place of the mar-

riage feast. Sometime during last month the third bro-ther of the deceased procured license, and was happily married to the twice-bereaved

THE CELEBRATED W. S. C. CLUB HOUSE GIN, pure, soft and unequalled—W. S. COR-WIN & CO., Sole Agents. Medical men of the highest standing acknowledge that Gin, in its pure state. has great medical properties. We therefore place the CLUB HOUSE GIN before the public with the greatest confidence, and more particularly to those who use it medicinally, as an article that only requires to be known to be properly appreciated.

AGTIN THE COMMON PLEAS, CHARLES. TON COUNTY-FIRST CIRCUIT.-It is ordered, for the First Orout skall be held at Charleston, on MONDAY, the twenty-ninth day of March instant; and that the Clerk of the Court shall cause the time and pla e for holding the same to be notified for two weeks successively in one or more of the newspapers

published in the City of Charleston. (Bigmed) R. B. GARPENTER Maren 11, 1869. A true copy. A. C. BICHMOND,

AST ESTATE NOTICE.-ALL PERSONS having demands against the Estate of the late Captain S. C. TURNER, are requested to present them properly attested, and these indebted to said Estate to make payment to SARAH L. TURNER,
Qualified Executrix, Charleston, S. C.
Mar b 15

THE EXTENT TO WHICH THE ADUL TRRATION of Liquors is carried on in this country makes it the duty of the purchaser to investigate the merits of the article offered for sale. It is a well known fact that many of the Buandies. Wines, sec., are manufactured from shough Extracts, Essential Olls and alcohel, which is poisonous, thereby causing many sajurious effects.

The public is justly suspicious of nearly every-

thing put up for sale under the name of Liquors, and the trade has been brought into disrepute, and in order to insure to those who desire a Pure Article, it is only necessary for us to say that we Import Direct all Brendies, Wines and Gins, and warrant them perfeedly pure as originally imported.

All hottled Liquins bearing the labels of W. S.
CORWIN & CO., can be relied upon as being pure. 83-Purchasers should notice that the Paper Ca,

over the cork is not broken. We pay for Rotales that have our labels on, One Doller per dozen, when re-

Married.

PEEPLES—MURRELL.—On the 17th instant, at the residence of the bride's mother, by the Rev. W. P. Mouzon, Colonel Mos. PREPLES, of Beaufort I istrict, S. C., to CARRIE J. MURRELL, fourth daughter of the late J. J. MURRELL, of this city.

WITTE-REEVES.—On the 18th instant, by the Rev. C. P. GADADEN, GEOR+E W. WITTE and ROSA GLEN REEVES, daughter of the late Professor M. S. REEVES. All of this city. No cards.

Gbituarn.

"Suffer little children to come unto me; forbid them not, for of such is the Kingdem of Heaven." them not, for of such is the Kingdem of Heaven."

STEINMEYER.—Early on the morning of the 1st
of March the angelic spirit of JOHN FREDERICK,
the infant son of J. F. and ELVIRA O. STEINMEYER,
took its flight Heavenward and nestled in the bosom
of its Saviour. He had been permitted to cheer the
hearts of doting parents but a short time—nine
months and two days—ere it was decreed that his
earthly mission had been fulfilled, and he was
heralded among the angels. His illness was brief,
but severe.

"Rest, sweet Feddie, in gentle slumbers,
'Till the resurrection morn;
Then arise to join the numbers
Who its triumphs shall adorn.

Though thy presence was endearing, Though thy absence we deplore— At the Saviour's bright appearing, We shall meet to part no more."

SHEPHERD.—Died in this city, March 20th, of congestion of the brain, LkO E. SHEPHERD, aged 9 years and 11 months, the only surviving child of WILLIAM and LEONORA A. SHEPHERD.

Juneral Motices.

HALL.—Departed this life. March 26th, 1869, at he residence of Mr. TROS. W. PORCHER, St. Johns', Scrkeley, Rev. F. MARION HALL, aged 27 years. The Relatives, Friends and Acuaintances of the deceased, and of his Brothers and Sisters, are respectfully invited to attend his Funcral Services at St. Philips' Church at Five e'clock.

Special Motices.

GCOLLEGE EXAMINATION. THE Semi-Annual Examination of the Students of this Institution will take place in the President's room on Monday, Tuesday, Wednesday and Thursday of this week, commencing at Nine A. M.

Candidates for admission into the Freshman an the Sophomore Classes will present themselves at the same place on Monday, 29th inst., at Ten a. M.

NOTICE TO CONSIGNEES .- STEAM-SHIP MAGNOLIA is THIS DAY discharging cargo at Vanderhorst's Wharf. All goods remaining on wharf at sunset will be stored at risk and expense RAVENEL & CO., of Consignees.

is This Day discharging cargo at Pier No. 1, Union Wharves. All Goods not taken away at sunset, will remain on wharf at Consignees' risk. MORDECAL & CO.. 1 ** ESTIMATES FOR REPAIRS WANTED. Scaled Estimates for Repairing the Spanish brig "FLORENCIA," of Santander, Montes Master, agreeably to the recommendations contained in the report of the surveys of the Port Wardens, (which

AGT CONSIGNEES PER STEAMSHIP FAL-

CON, from Baltimore, are hereby notified that she

Spanish Consulate, No. 84 Broad-street, until 12 o'clock M. on WEDNESDAY, March 24th, instant, at which time they will be opened. J. A. ENSLOW & CO., Consigness, March 22 3 No. 14: 1 ast Bay.

can be seen at our office), will be received at the

weeks by a very simple remedy, after having suffered several years with a severe lung affection, and that dread disease Consumption, is anxious to make known to his fellow-sufferers the means of cure. To all who desire it, he will send a copy of the proscription used (free of charge), with the directions tas, &c. The object of the advertiser in sending the prescription is to benefit the afflicted, and spread innation which he correives to be invaluable; and

cost them nothing and may prove a blessing. Parties wishing the prescription will please ad ress Rov. EDWARD A. WILSON, ireas Williamsburg, Kings County, New York.

ALL ARTICLES SOLD FROM THE tablishment of WM. S. CORWIN & CO., No. 275 King-street, between Wentworth and Beaufain, are of the FIRST QUALITY. They sell no goods but what can be warranted as PURE AND GENUINE. This is an astablished fact WITHOUT A GOOD DIGESTION. -ALL

other temporal blessings are comparatively worthless. The dyspeptic millionaire who has tried all the potions of the medical profession in vain. and believes his complaint to be incurable, would give half his fortune to be freed from the horrors of indigestion, and thus enabled to enjoy the other half. Of course he would.

has been recommended to such a sufferer. Possibly he has turned from the friend who made the suggestion with a sneer, intimating that ne has no faith n any "patent medicine." If this has been the case, so much the worse for him. His incredulity dooms him to a life of misery. All the luxuries which wealth can purchase are at his command. Not one of them can give him pleasure. His own irrational obstinacy is his bane. The masses, happily for themselves, are less

skeptical. There is such a thing as bigoted unbe-tier, as well as bigoted credulity, and a golden mean between the two, which men and women who are gifted with common sense adopt and profit by. These are the class that patronise and recommend MOSTETTER'S BITTERS. Why do they approve this famous anti-dyspeptic and anti-bilious prepara-tion? Simply because they have not been too much the slave of senseless projudice to give it a fair trial, and have found that when all other tonics, stimulants and atomachies failed, it produced the desired effect. "Strike, but hear," said the Boman sage, when

his ignorant enemies were assetting him. "Doubt, but try," says the man who has been sured of indigestion, or biliousness, or intermittent fever, by the Bitters, as he relates his experience of the medicine to his invalid friends. Wheever is so wedded to his own foregone theoretical censiusions, as to decline to test the properties of a mediaine endersed by the testimony of intelligent men in every walk of life and approved by the people at large, deserves to suffer. BAS March 20

MATIN (LATE GRUBER & MARTIN), will be pleased to see his friends and customers at WM S. CORWIN & CO., No. 275 Kingstreet, between Wentworth and Begufain AS WE ARE CONSTANTLY RECEIVING from the Meyune Districts of China the choicest

which are unrivaled for their strength and delicacy waver. We warrant our TEAS to be pure and unand berated, and to give general satisfaction. As we are constantly in receipt of large cargoes of Teas, we are enabled to offer to the public the finest chops at a price that many dealers offer inferior Tes at. A trial and semparison will at once prove this asser-tion, and it only remains for the public to judge of WM. S. CORWIN & CO.,

chops of GREEN AND BLACK TEAS of new comons

AF ERRORS OF YOUTH .-- A GENTLE-MAN who suffered for years from Nervous Debility Premature Becay, and all the effects of youthful indiscretion, will, for the sake of suffering humanity, send free to all who need if, the receipt and directions for making the simple remedy by which he was cured. Sufferers wishing to profit by the advertiser's experience, oan do so by addressing, in periest on adeace, No. 42 Oscar-street, New York. Fabruary 3

Ercursions.

EXCURSION TO FORT SUMTER, BATTERY WAGNER, MORRIS ISLAND, MOUNT PLEASANT AND SULLIVAN'S ISLAND.

THE STEAMER POCOSIN, CAPTAIN
GANNON, will leave as above from
Mount Pleasant Ferry Company's Wharf, foot Market-street, Tuesday Morning, March 23d, at Ten
o'clock A. M.; will return at Three P. M.
Fare for the round trip \$1.
N. B.—Passengers will be landed at Morris Island
and Fort Sumter, and allowed a sufficient time to
visit the Fortifications.

2 March 22

EXCURSIONS AROUND THE HARBOH.

THE FINE, FAST SAILING AND COMTHE FINE, FAST SAILING AND COMFORTABLY appointed Yacht ELEANOE
will reasume her trips to historic points in
the harbor, and will leave Government
Wharfdaily at Ten A. M. and Three P. M.
For Passage apply to THOMAS YOUNG,
Captain on heard.

Shipping.

FOR NEW YORK. FIFTY BALES COTTON WANTED. THE SCHOONER MO TROSE HAVING all her heavy cargo en board will be dispatched This Afternoon; can take fifty bales COTT IN to fill up at low rates.

J. A. ENSLOW & CO., 1 No. 141 East Bay. March 22

FOR BOSTON-DESPATCH LINE. FIRST VESSEL-ONLY REGULAR LINE.

FOR LIVERPOOL. THE NEW AT AMERICAN CLIPPER bark HARRIET F. HUSSEY, CLARER Mas-ter (small espacity), having a large portion of her cargo engaged will be quinkly dis patched.
For balance freight engagements, apply to
March 18
WILLIAM ROACH & OO.

FOR NEW ORLEANS. THE SMALL FAST SAILING SCHOONER
"EMMA" (now due at this port) will load
Rice and Peas, and have dispatch as above,
if sufficient Freight offers.

RISLEY & CREIGHTON,
March 19

Accommodation Wharf.

FOR LIVERPOOL.

CHARLESTON AND LIVERPOOL STEAMSHIP LINE. THE FIRST CLASS IRON SCREW

Steamship C A M I L L A, HENRY

PRACE. Commander, is daily exthe above port on 24th instant, to sail on or about

16th of April. e above port on sale of the first point of April.

For Freight engagements, apply to ROBERT MORE & 60.,

ROBERT MORE & 60.,

Boyce's Wharf.

FOR PHILADELPHIA AND BUSTON. REGULAR EVERY THURSDAY. THE STEAMSHIP PROMETHEUS,
Captain GRAY, will leave North
Atlantic Wharf, THURSDAY, March
28th.
JOHN & THEO. GETTY,
March 26 North Atlantic Wharf.

WHIT WEW YORK. REGULAR LINE EVERY THURSDAY. PASSAGE REDUCED TO \$15.

THE SIDE-WHEEL STEAMSHIP
MAGNOLIA, Captain M. B. OROWELL, will sear o Vanderhorst's Wharf
on Thumsbax, 25th March, 1869, at RAVENEL & Oo., Agents, PACIFIC MAIL STEAMSHIP COMPY'S

THROUGH LINE TO
CALIFORNIA. CHINA AND JAPAN.
CHANGE OF SAILING DAYS!
SIEAMERS OF THE ABOVE
line leave Pier No. 42, North Bivez. 21st of every month (except when these dates fall and Sunday, then the Saturday preceding).

Departure of 1st and 21st connect at Panaria with steamers for South Pacific and Central Americar ports. Those of 1st touch at Manzanillo. Departure of 11th of each month connects with the new steam line from Panama to Australia and

New Zealand. Steamship JAPAN leaves San Francisco for China Steamship J.P.A.N leaves San Francisco for Unina and Japan May 4, 1869.

Ne California steamors touch at Havana, but go direct from New Yerk to Aspinwall.

One hundred pounds baggage free to each adult, Medicine and attendance free.

For Passage Tickets or further information applysat the COMPANY'S TICKET OFFICE, on the what.

foot of Caual-street, North Biver, New York, March 12 lyr F. B. BABY, Agent, TRAVELERS PASSING THROUGE
OHABLESTON EN BOUTE TO FLORIDA, AIKEN
And other places, should not fai
to lay in tuler supplies of PROVIE
IONS, OLABETS, CHAMPAGNES,
CORDIALS, BRANDIES, WHIP
RIES, WINES, CANNED MEATS, SOUPS, &c.
Pates of Wild Game, Deviled Entremets, Ham,
Tarkey, Lebster, etc., for Luncheous, Sandwiches,
Travelers' Repass, &c.

fravelers' Repast, &c.

All Send for a catalogue,

WM. 5. CORWIN & CO., No. 275 King-street, Between Wentworth and Beaufain Charleston, S. Branch of No. 900 Broadway, corner 20th street FOR CHERAW, GEORGETOWN. AND ALL LANDINGS ON THE PREDBE RIVER

THE STBAMER PLANTER, GAPT.

C.C. WHITE, is receiving Freight at
Accommodation wharf, and will leave WEDNESDAY
MORNING, the 24th matant, at 7 o'clock.

Apply to

JOHN FERGUSON. CHANGE OF SCHEDULE. INLAND BOUTE-ONLY TWO AND A HALF HOURS AT SEA.

THROUGH TICKETS TO FLORIDA. CHARLESTON AND SAVANNAH STEAM PACKET THE STRAMER PILOT BOY, CAPLINE.

THE STRAMER PILOT BOY, CAPTAIN FERM PECK, WILL leave Accommodation Wharf every Monday and Friday MonaING, at 8 o'clock, touching at Beaufert only; returning leave Savannah Tuzsday and Saturday, at 8 o'clock touching at Beaufert only; returning leave Savannah Tuzsday and Saturday, at 8 o'clock A. M., ranking the trip in eleven hours.

The steamer Fannie, captain Adair, will leave Charleston every Thursday Monning at 8 o'clock, touching at Eddisto and Way Landing; returning leave Savannah Friday, at 2 o'clock P. M.

One of the above boats will touch at Bluffton from Charleston second Monday of each menth, and returning third Friday of each month.

For Freight or Passage apply to

JOHN FERGUSON,

March 18

FOR PALATKA, FLORIDA.

VIA SAVANNAH, FERNANDINA AND JACKSONVILLE.

THE FIRST-CASS STEAMER
DICTATOR, Captain L. M. Countres,
will sall from Charleston ever Tuesday Evening, at
Eight o'clock, for the above points.
The first-class Steamer CITY POINT, Captain W.M.,
T. McNelter, will rail from Charleston every Saturday Evening, at Eight o'clock, for above points.
Connecting with the Central Railroad at Sava toah
for Mobile and New Orleans, and with the Florida
Bailroad at Fernandina for Cedar Keys, at which
point steamers connect with New Orleans, Mobile,
Pensacela, Key West and Hevana.
Through Bills Lading given for Freight to Mobile,
Pensacela me New Orleans.

Beth steamers connecting with H. S. Hari's steam
ere Oclawaha and Grifin for Silver Springs and Lukes,
Grifin, Eustia, Harris and Durham.
All freight ovyable on the wharf.
Goods not removed at subset will be stored at ris VIA BAVANNAH, FERNANDINA AND JACKSON-

Griffe, Eastis, Harris and Darkom.
All freight onyable on the wharf.
Goods not removed at subset will be stored at ris and expense of owners.
For Freight or Passage engage next, apply to
J. D. AIKEN & U. A. Arris,
South Attiplic Wharf.
N. B.—No extra charge for Mass-sud Stategooms,
November 21

STUNDER AUTHORITY GRANTED ME as Commissioner by the Legis a ure of South Care-lina, the books are hereby op and full Day at the anking House of the South Caronou Loan and Trust Company, (the Southwestern Rallroad Sank), for on to the Capiful Stack of the VALCLUSE MANUFACTURING COMPANY the whole amount being five thousand shares of the par value of one aundred dollars each. Janus J. GREGG.

March 15 mwf10 Commissioner

of the second of the second of the varian

THE FIRT-CLASS SCHOONER, B. N. HAWKINS, WYATT Master, having on board her heavy freight wants 300 bales to fill up, and leave promp by.

March 22 WILLIAM ROACH & CO. THE FAST SALLING SOHO DIER "SUMBEAM," 60 tons, Pierce, Master, will accept a freight or charter for either of the above ports. J. A. ENSLOW & CO., No. 141 East Bay.